

JONES & TAYLOR,
Sole Agents and Contractors.
Lighters and Steam Launches
Supplied.
HONGKONG, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1337. 日六初月九年五十二緒光

TUESDAY, OCTOBER 10, 1899.

二拜禮

號十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNPAID 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.
On fixed deposits for 3 months at 3 per cent.
S. CHOH, Agent.
Hongkong, 4th October, 1899. [382]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and Sells Drafts and Telegraphic
Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 per Annum Fixed Deposits for 3 months.
4 per Annum Fixed Deposits for 6 months.
5 per Annum Fixed Deposits for 12 months.

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £243,374

HEAD OFFICE—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. [Kwan Hoi Chuen, Esq.]
D. Gillies, Esq. [J. T. Laus, Esq.]

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 per cent.
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
On Fixed Deposits for 6 months 3 per cent.
On Fixed Deposits for 3 months 2 per cent.

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIBBS, Esq., Deputy Chairman.
E. Costa, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Sachs, Esq.
The Hon. J. J. Kewick, Esq. E. Shellen, Esq.
A. McConachie, Esq. R. Shewan, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.
MANAGER:
SHANGHAI—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 4 per
Cent. per Annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

DEPOSIT at 4 per Cent. per Annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON *Candia* W. H. Houghton, R.N.R. About 24th Oct. Freight only.

SHANGHAI *Chusan* E. Street About 13th Oct. Freight or Passage.

LONDON, &c. *Coromandel* F. W. Vibert, R.N.R. Noon, 14th Oct. Freight or Passage.

LONDON *Java* G. W. Gordon, R.N.R. About 2nd Nov. Freight or Passage.

*(Passing through the Inland Sea). † (See Special Advertisement).
MARSEILLES.

For Further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 9th October, 1899. [5]

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.
E. V. SIOEN, Manager.
Yokohama, 1st October, 1899. [36]

HONGKONG
HOTEL.

NEW ROOMS
At Moderate Daily Rates.

CALIFORNIA
HOCK & REISLING.

Per 1 dozen Quarts \$6
Per 2 dozen Pints \$7

GUARANTEED PURE. EXCELLENT VALUE.

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 3rd October, 1899. [20]

Aquarius
SPARKLING MINERAL TABLE WATER.
(Manufactured from TREBLE DISTILLED WATER.)

Is the most suitable for mixing with Wines and Spirits;
neither discolours them nor changes their flavour, as is so
often the case with those Mineral Table Waters which con-
tain iron and other salts.

"A PERFECT TABLE WATER."
CALDBECK, MACGREGOR & CO.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 4th October, 1899. [15]

THE VERY LATEST,
Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or
broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this
kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary
relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse
condition than they were before. To this fact may be ascribed more than one half of the break downs which are
so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.
Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,
And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Watkins, Limited.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes' walk from the PEAK
HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28]

PHONOGRAPHS.

THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.
PRICE 880.
LANE, CRAWFORD & CO.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HÆMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.
THE EIGHTEENTH ORDINARY GEN-
ERAL MEETING OF SHARE-
HOLDERS will be held at the OFFICE of the
Undersigned, at 12 o'clock (NOON), on
SATURDAY, the 14th October.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 30th instant
to the 14th October, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 25th September, 1899. [1218a]

THE PUNJON MINING COMPANY,
LIMITED.

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
named Company held at the Office of the said
Company, No. 9, Praya Central, Victoria,
Hongkong, on the 2nd day of October, 1899,
it was resolved that the following Ordinary
Shares of the said Company the distinguishing
Numbers of which are hereunder written be
and were duly FORFEITED in accordance
with Articles Nos. 26 and 27 of the
Articles of Association of the said Company.

Notice of the liability to FORFEITURE
of these SHARES appeared in the *Hongkong
Daily Press* of the 17th day of August, 1899.
NUMBERS OF FORFEITED SHARES.

57477/57501 55891/55940
11991/11995 34369/34391
59166/59190 35213/35224
16213/16269 42141/42165
28562/28573 45611/45635
59466/59515 47391/47410

W. H. GASKELL,
Acting Secretary.
Hongkong, 5th October, 1899. [1273a]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the TWENTY
SIXTH ORDINARY YEARLY
MEETING of the Society will be held at its
HEAD OFFICE, No. 1, Queen's Buildings, Praya
Reclamation, Hongkong, on THURSDAY,
the 12th October, 1899, at NOON, for the
purpose of receiving the Report of the Directors
together with Statements of Accounts for the
year 1898 and for the Half Year ending the
30th June, 1899, and of declaring Dividends.

The TRANSFER BOOKS of the Society
will be CLOSED from the 2nd to the 12th
October, both days inclusive.
By Order of the Board,
DOUGLAS JONES,
Secretary.
Hongkong, 20th September, 1899. [1199a]

HONGKONG CLUB.

NOTICE.
AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Club will be held at the CLUB HOUSE, on
THURSDAY, the 19th October, 1899, at 5 P.M.,
for the purpose of confirming or otherwise the
RESOLUTION passed at the Extraordinary
General Meeting held on the 3rd instant.

By Order,
C. H. GRACE,
Secretary.
Hongkong, 4th October, 1899. [1264a]

Auctions.

PARTICULARS

OF

THE VERY VALUABLE CROWN

LEASEHOLD PROPERTY.

Situate in VICTORIA CENTRAL, Hongkong,

with splendid frontages on Peel Street,

Wellington Street and Staveley Street,

To be Sold by

PUBLIC AUCTION,

in Four Lots,

ON

MONDAY, the 16th day of October, 1899,

at 3 P.M.

At the Premises,

by

Messrs. HUGHES & HOUGH,

Auctioneers.

ALL those very valuable Messuages and

Premises known as Nos. 1, 3, 5 and 7,

Peel Street situate on the Remaining Portion

of INLAND LOT No. 161. The Lot is held

direct from the Crown for the residue of the

Term of 75 years and for the further Term

of 924 years granted therein subject to the

payment of the rents and to the performance

of the covenants in the Crown Lease and Ex-
tension reserved and contained.

For further Particulars and Conditions of

Sale, apply to

Messrs. WILKINSON & GRIST,

Solicitors,
and of

Messrs. HUGHES & HOUGH,

Auctioneers.
Hongkong, 3rd October, 1899. [1261a]

GOVERNMENT NOTIFICATION.

No. 533.

THE following Particulars and Conditions of

Sale of Crown Land by Public Auction,

to be held at the Offices of the Public Works

Department, on

MONDAY,

the 16th day of October, 1899, at 3 P.M., are

published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th September, 1899. [1285a]

Particulars and Conditions of the letting, by

Public Auction Sale, to be held on Monday, the

16th day of October, 1899, at 3 P.M., at the Office

of the Public Works Department, by Order of

His Excellency the Governor, of One Lot of

CROWN LAND, in the Colony of Hongkong,

for a term of 75 Years, with the option of

renewal at a CROWN RENT to be fixed by

the Surveyor to Her Majesty the QUEEN for

one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.

Boundary

Measurement.

Content in

Square Feet.

Annual Rent.

Upset Price.

Inland Lot No. 161.

Area, 1,100

Sq. Ft. 110

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To-day's
Advertisements.QUEEN INSURANCE COMPANY.
(Now Merged in the Royal Insurance Co.)THE Undersigned having been appointed
Agents for the above Company are pre-
pared to accept FIRE RISKS at Current
Rates.E. D. SASSOON & CO.,
Agents.
Hongkong, 10th October, 1899. [129a]

LODGE ST. JOHN, 618, S.C.

NOTICE is hereby given that the usual
MONTHLY REGULAR MEETING
of the above Lodge will be held in the MASONIC
HALL, Zeland Street, on THURSDAY,
the 12th instant, at 8 for 8.30 p.m. precisely. All
Visiting Brethren will be welcome.
Hongkong, 10th October, 1899. [129a]CHINA NAVIGATION COMPANY,
LIMITED.FOR TIENSTIN.
THE Company's Steamship"NANCHANG."
Captain Finlayson, will be despatched as
above TO-MORROW, the 11th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th October, 1899. [129a]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW.
THE Company's Steamship"HAIMUN."
Captain Davis, will be despatched for the
above Port, on THURSDAY, the 12th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIE & CO.,
General Managers.
Hongkong, 10th October, 1899. [1287a]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR AMOY AND TAMSUI.
THE Company's Steamship"FORMOSA."
Captain Douglas, will be despatched for the
above Ports, on THURSDAY, the 12th instant,
at Noon.For Freight or Passage, apply to
DOUGLAS LARRAIE & CO.,
General Managers.
Hongkong, 10th October, 1899. [1288a]CHINA NAVIGATION COMPANY,
LIMITED.FOR SHANGHAI.
THE Company's Steamship"PAKHOL."
Captain Stott, will be despatched as above
on THURSDAY, the 12th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th October, 1899. [1289a]FOR NEW YORK VIA SUEZ CANAL.
THE Steamship"ARGYLE."
will be despatched for the above port on or
about the 25th instant, and will be followed by
S.S. "JOHN SANDERSON" at intervals
of 2 weeks.For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th October, 1899. [1941a]

Antimiation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1811.

CLARETS.

R. ST. ESTEPHE, Red Capule	5.60	7.50
C. ST. JULIEN, Red Capule	9.00	9.50
D. LA ROSE, Red Capule	12.00	13.50
CHATEAU HAUT BRION LAR- RIVE	16.00	19.20
CHATEAU MOUTON D'ARMAIL- HACQ	21.00	22.20
CHATEAU PONSSET CANET	25.00	
CHATEAU LA TOUR CARNEE	30.00	
CHATEAU RAUZY	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct
from the leading French growers.
The lowest priced are of exceptional
value and guaranteed to be the
genuine product of the juice of the
grape, and are not artificially made
as is generally the case with cheap
Wines.

CHATEAU LA TOUR CARNET, CHA-
TEAU RAUZY, and CHATEAU LAFITE
are commended to the notice of Con-
noisseurs as high-class after-dinner
Wines of a rich and rare character.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We guarantee our Wines and Spirits

to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 10, 1899.

REUTER'S TELEGRAMS.

SIR CLAUDE MACDONALD.

LONDON, October 8th.
Sir Claude Macdonald has completely re-
covered and will leave for China on Monday,
accompanied by Lady Macdonald.

THE "AMERICA" CUP.

The third race for the America Cup was
again without result.PARLIAMENT AND THE TRANSVAAL
CRISIS.The Gazette publishes proclamations sum-
moning Parliament to meet on the 17th instant
and for calling out reserves sufficient to make
every battalion ordered to South Africa up to
the strength of one thousand. The Reserves
joining the Colours amount to 25,000.The Military situation is puzzling. The
Boers have not taken the offensive in any
quarter, though known to be in strong force on
the Southern and Western frontiers.In the meantime the British are strengthening
their positions and forces, and Mafeking
and Kimberley are now believed to be secure.A great number of the Cape Dutch are going
to the Transvaal. General White proceeds
immediately to Pretoria from Durban.The Cruiser *Pietrmaritzburg* from Durban.
Six thousand Boers have advanced to the border
within eight miles of Mafeking, where elaborate
defences, including two armoured trains and
Lyddite Mines, are reported to have been
made. It is reported that the Boers on the
Natal frontier are retiring, leaving only patrols.There is intense indignation at the Cape at the
persistent brutality shown to British refugees
by armed Boers at the wayside stations.

WEATHER REPORT.

The Observatory report says:
On the 10th at 11.55 a.m. barometric changes
are slight. The high pressure area, central over
China, extends now over Japan and the Loo-
chows. Gradients moderate on the coast,
rather steep with very strong monsoon in the
N. part of the China Sea. FORECAST: - Fresh
N.E. winds; dull, some rain.

LOCAL AND GENERAL.

The number of deaths from plague notified
during the week ending the 7th are two only.The Police Magistrate (Mr. Hallifax) of the
new territory has had to come in from Taipeh
under an attack of fever.DURING the firing of a salute to the American
cruiser *Yorktown* at Lanan, the other day,
one of the Sikh gunners had his arm blown off.A CAPSIZED dust boat was lying waterlogged
alongside Pedder's Wharf this morning as a
result of the heavy weather. How is it that
these craft so often come to grief when we have
a blow? They usually have the appearance of
being the oldest and most unseaworthy junks
in the harbour.FIRE broke out on board the China Mutual
Steam Navigation Company's steamer *Fuking*,
under repairs at the dock of Uraga, at about 4
a.m. on 27th September, says the *Nagasaki*
Press. Part of her cargo was burnt, while the
hull received slight damage. The fire is said
to have originated from tobacco ashes dropped
from a pipe.CAPT. Superintendent May has returned from
the new territory, where he has been engaged
in suppressing the many Triad Societies; 23
arrests having been made. One of the prisoners
was tried at the Magistracy yesterday afternoon.
But the case was remanded until Friday to
allow of a certain document being put in. The
other cases will also be taken on Friday.This year, so far, the Shanghai Firemen have
been called out 46 times for:-

French Concession	7
English Settlement	13
Hongkew	19
Bubbling Well Road	2
Outside Limits	4
False Alarm	1

46

The American battleship *Oregon* arrived this
morning from Manila, the customary salutes
being exchanged. She is a vessel of 10,288
tons, length 348 ft., beam 69 ft. 3 in., and
draught 27 ft. 1 in. Her armament consists of
four 13-in. guns, eight 8-in., four 6-in., and
twenty 6-pdr. quick-firers. Her speed is 16.7
knots and her complement 473 men. She was
built at San Francisco in 1893 and cost
\$2,650,000. She is to dock here.ON the night of the 6th of September a Parish
youth living in Popham's Broadway, Madras,
ran amok, stabbing fourteen people, two of
whom have since died. Some two months ago
he had a fight with some Mohammdans, in
which he was wounded. Since then he enter-
tained bitter feelings against them, and several
times told his wife that they would die to-
gether. On the night mentioned he stabbed
her in the stomach, and ran out of his house,
killing two people and wounding eleven others.In the evening he ran into the police station,
and surrendered himself. He was secured.
Of the wounded, with the exception of one or
two, all are recovering. Velan next day
committed suicide while imprisoned in the
police lock-up. He hanged himself by means
of the cloth he wore.In obedience to an order from the Viceroy at
Nanking, Taotai Shen Ching-Yu, Director of
the Wodung Land Office, left for Nanking
and waited on the Viceroy on the 24th ulto. It
is said that the Viceroy contemplates the re-
construction of the Wodung Forts.The Kienning Prefect, says a Shanghai vernac-
ular paper, has reported to the Viceroy that
the Magistrates of the Kien-an and Oun-
ning districts have undertaken to raise \$4,000
each as indemnity for the Kienning riot and
the gentry and scholars of the place have also
agreed to give a bond that they would be held
responsible for any trouble in future and the
punishment of the leading offenders will be
carried out. It is expected that the question
will soon be settled.The Yinkon correspondent of the *Universal*
Gazette writes that the recent report of an
imminent war between Japan and Russia was
founded on the following occurrence. Some
time last month two Japanese men-of-war
entered Port Arthur without the sanction of the
Russians who signalled to them to depart im-
mediately. On their refusing the Russians
prepared for action and intimated to them that
they would be fired upon if they refused to leave
after a limited time. The Japanese ships were
subsequently obliged to withdraw.The following gems have been sent to *The*
Union, Shanghai, the writer being a Chi-
nese man:"Dear Sir, Will my . . . Lamp have
Bad will you Can Call your Cousin Came see
the Lamp To-day afternoon." Being rather
impatient, the writer next morning sent the
following:-"Dear Sir, Will my yesterday have send due
Chit you have see my of the chit will you Can
To-day Afternoon Call due man Came see the
Lamp." The Lamp have Bad watch fix
now.Some time ago, says *The Union*, a well known
Shanghai resident complained that passengers
by an M. M. steamer had been sent ashore
without their breakfasts. We learn that a
similar complaint has been made about the
Toshin, the passengers who came by her and
left in the tender area quarter to ten on Saturday
morning, had to go without their breakfasts,
and as they did not reach Shanghai till near
midday many of them were famished. A first
class passenger, however, informs us that he
got his meal before leaving, so perhaps the re-
gulation refers to the other classes only.A WRITER in the *Neuf Freie Presse* advocates
the despatch of the British mails to India,
China, and Australia by a new route. Instead
of the overland journey to Brindisi, and the
shipping of the mails there, the writer suggests
an overland route to Salonica, where the mails
could be put on board a steamer for Port Said.
The mails would in this case be transported by
rail and steamboat to Ostend, and thence con-
veyed by the Orient express right through to
Salonica. A new fast line of steamers would
have to be founded for the service between
Salonica and Port Said, and the journey would,
concludes the writer, be shortened by from
sixty to seventy-two hours.A JAPANESE paper reports that a patch of red
coloured water was seen off the coast of In-
do-China on the 23rd ulto. The water subse-
quently passed off to the entrance of Shima
Gulf where it was stationary for several hours.
A sudden squall came along and dispersed the
water to all directions. A number of fish and
clams was seen floating dead or maimed from
the effect of the coloured water. Fishermen
were greatly concerned about the mysterious
phenomenon. They bottled some of the water
and forwarded it to the Agricultural and Com-
mercial Department to be analysed. No special
result was got however, on account of the water
having been kept in the bottle too long. It
smelled as of chemicals and seemed to have a
species of small plant intermixed.A GOOD many articles that might have been
used for numerous purposes were brought up
from the bottom of the sea in the search for
Miller's wrench—a big axe, a kitchen knife,
some iron implements, and so on, says the
Japan Mail. A shirt, too, was found, which
bears the marks of having been torn and tramp-
led on, and is also said to show blood stains.
It was evidently worn by a big man, and it is
marked "L.M." But Miller's initial is "R" so
the shirt cannot be identified as his. It is
rather curious that a monkey-wrench and a
tom, muddy, and bloodstained shirt should
have been found just where Miller says that he
deposited articles of the kind, and yet neither
of them can be confidently identified. If cir-
cumstantial evidence alone were in question,
how any one would be ridiculed who doubted
the perfection of such a chain of proof! If it
were only suspected, for example, that Miller
had thrown his shirt and a wrench into the
creek after the murder.THERE is an engaging frankness about the
following advertisement clipped from a Yoko-
hama paper which ought to strongly recom-
mend the advertiser for any sinecure that may be
going says "F.A.G." in the *Kobe Chronicle*.
WANTED.Some light employment by an old veteran
from the American Civil War. He is not in
good health, and is very short-winded. Been 25
years in Japan. Work not so much the object
as the salary. Apply to "J.C.W." &c.After "J.C.W." has been comfortably in-
stalled, I hope that any one having the
disposal of a soft job, where the occupant's
principal duty will be to receive the monthly
cheques, will not overlook such a deserving
applicant as myself. I am quite aware that
there would be a very large number of ap-
plicants for such a post, but I can confidently
assure any of my readers who may have the
disposal of a sinecure that it would suit none
better than yours 'umblly to obtain' a post
where the work is not so much an object as
the salary. I make these few remarks purely
for the benefit of those having such a billet at
their disposal. A word to the wise is sufficient.The steamship *Maria Valeris*, on the 9th inst.,
in Lat. 24° 12' N., Long. 118° 33' E. picked up
a Chinaman who had been clinging to a float-
ing junk's mast for four days.A DESPATCH to a vernacular paper says that
recently some trouble arose between the Rus-
sians and the Chinese inhabitants at Shih Patun,
Moukden, followed by an armed fight. A
number of persons have been killed or wounded
but the cause is so far unknown.The site of the Japanese Settlement at New-
chwang, which has been selected is not satis-
factory in many respects. But the Foreign
Office had no alternative but to acquiesce, and
instructions have been forwarded to Peking to
sign the Convention with the Chinese Govern-
ment.The *Universal Gazette* says that owing to the
fact that Italy has come to an understanding
with Great Britain and France respecting her
demands on China for a railway concession in
Ningpo, mining concessions in Shanse, and
the engagement of Italian professors in the
Peking University, it is believed that China
will most probably have to acquiesce in them.FOUR American Consuls in China have been,
says the Washington correspondent of the
Standard, suspended and ordered home. They
are said to be charged with being implicated in
the filibustering expeditions sent for the relief
of the Philippines. The State Department offi-
cials are endeavouring to keep the matter
secret, and decline either to confirm or deny
the report, further than to admit that several
Consuls have been suspended on grave charges.
The secret leaked out through personal letters
recently received from China.ON Sunday week a mounted Chinese military
officer wearing fifth rank button and peacock
feather followed by some fifteen Chinese
soldiers carrying swords was passing along
the Nanking Road, Shanghai, when the
Sikh constable there stopped the
officer and through the Chinese constable
on duty on the other side of the road,
demanded to see the permit for his men to pass
through the Settlements. The officer not pro-
ducing one, the Sikh told the Chinese con-
stable to take them to the Central Station.
On arriving there it is said that the soldiers
obstinately refused to go in and after a while
they were allowed to go on their way.THE American Consul-General at Shanghai
has forwarded home some information with
regard to the shoe trade in China. He states
that a good line of shoes would find a market
among the foreigners in China. Most of the
foreign shoe-dealers, however, being English,
they naturally prefer to handle English goods,
and men's shoes come chiefly from that coun-
try. Foreign articles sell at \$14 Mexican
(\$6.60 gold). If there can be put on the market
here shoes as good in quality as those the
Chinese make, at a lower price, an unlimited
field is open to enterprise. It would hardly be
worth while to have circulars, etc., translated.THE new Japanese first-class cruiser *Aruma*,
which has just been launched in France, says
the *Japan Mail* is spoken of as a most success-
ful type. She combines the best features of
English and French shipbuilding, and is not
unlikely to become a model. The *Nippon*
claims that the men-of-war built for Japan in
foreign countries are all designed by Japanese
naval experts and superintended by them also
during the course of construction. That claim
is all right so long as the vessels are
successful, but if we remember aright, the
mysterious disappearance of the *Unbeikan*
was attributed by Japanese writers to faults of
construction for which French builders were
held responsible. However, there is no doubt
that Japanese naval experts have made remark-
able progress in technical knowledge and its
practical application during recent years. We
have heard it said by a thoroughly competent
judge that the post-bellum programme of naval
expansion drawn up in this country was the
complete thing of the kind he had ever seen.THE *Echo de Chine* of the 3rd inst. contained a
number of items of interest.—The wheat
harvest in France is estimated at over
120,000,000 *hectolites*.—M. de Lanessan,
French Minister of Marine, has just signed a
decree ordering the construction of four
submarine boats.—The strike continues at
Creusot. M. Schneider has been discussing
matters with the strikers, but without
result.—General Frater has been appointed
Dutty Chief of the General Staff.—The
Fourreau-Lamy mission is installed at the Air
oasis in excellent condition.—The Spanish
Cabinet has resigned.—The delegation of
Commissioners of the High Court charged with
judging the persons implicated in "a plot
against the government of the Republic has
examined with closed doors the *dossiers* con-
taining the charges against the accused, and
has communicated them to the counsel for the
defence.—General de Gallifet, Minister of War,
has just changed the system of the lists for
promotion. The *Conseil Supérieur* will no
longer propose the nomination of Generals,
but the Minister of War will submit the pro-
motions, alone and directly, for the President
of the Republic's signature.—The session of
the High Court has been opened. M. Dérou-
lède was interrogated first; he refused to an-
swer, but declared that he would speak at the
open hearing. The High Court then heard the
others accused, who made similar declarations.—In the Transvaal, the Boers are concentra-
ting on the Natal frontier.—Great military
agitation prevails throughout the whole of South
Africa. The Orange Free State Road has un-
animously voted an alliance with the Transvaal
in the event of war with Great Britain.—It is
reported that the declaration of a state of siege
is imminent at Pretoria.—London advises
considerable hostilities as having virtually com-
menced in the Transvaal.—The plague is
making fresh ravages in Oporo.

THE OVERDUE MAIL.

NO NEWS.

Up to the line of going to press no further
news of the Messageries Maritimes steamship
Sydney, bringing the French mail of 8th Sep-
tember, has come to hand. The German
steamship *Tuifu*, which left Saigon on the 5th
inst., later on the same day as the *Sydney*, arrived
yesterday afternoon, so there is reason to believe
that the mail has met with some mishap.
Should her machinery have been disabled she
would doubtless make for either Saigon or Singa-
pore under sail, unless picked up by some
other vessel, for she could never hope to make
Hongkong under sail against the strong mon-
soon which is now blowing. Perchance some
vessel coming up from Singapore may bring
tidings of the missing liner. No vessels have
arrived from the South to-day.

THE PLAGUE.

Cases reported to 9th instant	1,471
Do. do. during past 24 hours	0
Total	1,471
Deaths reported to 9th instant	143
Do. do. during past 24 hours	0
Total	143

NEWS FROM THE NORTH.

(From Shanghai Papers.)

Prince Henry at Kiaoohow.

The *Ostasiaticheskaya* says that Prince
Henry went to Kiaoohow on the 23rd Sept.
and turned the first sod of three railways, one
in the direction of Waisheng, one to Tapatus,
and the other to Tsintao. At the end of the
ceremony Prince Henry said: To this work
which human intellect has planned and which
laborious and industrious hands will accomplish,
may God give his blessings. My wishes are
that this work will contribute to the honour of
the German Empire and will further strengthen
the good relations existing between Germany
and China.Presentation to Mr. Colin
Buchanan.On Thursday afternoon, October 5th, a
pleasant function was enacted at the Shanghai
Marine Engineers' Institute, when Mr. Colin
Buchanan, the Marine Superintendent of the
Indo-China Co.'s fleet, was presented with a
handsome silver salver and ten-set of Chinese
workmanship, the donors being the Engineers
of the fleet. The chair was taken by Mr. H.
Good, who felicitated Mr. Buchanan on the
coming event for which the presentation was
made, and Mr. Buchanan suitably replied. Then
Mr. Inglis on behalf of the Indo-China Co.
spoke in praise of their Marine Superintendent,
after which the Chairman invited the ladies to
tea, and the masculine guests were asked to
drink the health and happiness of the future.
Among the gentlemen present were Messrs.
R. Inglis, J. Penrice, T. Weir, Geo. Peebled
and Jas. Ferrier.Death of Rev. A. W.
Douthwaite, M.D.It is with deep regret that we have to chronicle
the unexpected and sad death of the Rev. A.
W. Douthwaite, M.D., of the China Inland
Mission, Chelso, which occurred on Oct. 5th.
He went to Kiaoohow about the middle of
last month to attend Mr. Burghin and his wife,
both of whom were dangerously ill, and whilst
there he contracted malarial fever and dysen-
tery, from which he never recovered. He was
attended by Dr. King, a consultation having
been held with Dr. Molingwood. He was
born on 25th December, 1847, and was there-
fore 52 years of age. He arrived in China in
April 1874, his first ministry being in the Che-
kiang province, but the greater part of his
labours have been in Chelso. The last
letter received from him was dated 20th Sep-
tember when he complained of not being
able to retain anything in the stomach,
and suffering from sleeplessness. He was
an extremely popular man, beloved of both
foreigners and natives, and a hard worker,
and although his duties were arduous, he was
always ready, at any time of the day or night,
to attend those who required his services,
whether they were friends or strangers, and he
was continually sought after, being a clever
physician and a man of great experience. He
won his way wherever he went with both old
and young, and was ever ready to minister to
both body and soul. It was only those who
were intimately acquainted with him, and
knew something of his inner life, that could
comprehend the vast amount of work he got
through. He had lately returned from Eng-
land, where he had been for a trip for the
benefit of his health and to take home his
motherless children. These he left with his
late wife's sister, to whom he was about to be
married. She was to have left England on
23rd October.The Recent Rumour of a Russo-
Japanese War.It will be remembered that a short time ago
Chinese in the North were excited by rumours
of an impending war between Russia and Japan,
and to such an extent were these believed that
many Southerners doing business in New-
chwang, Port Arthur, and Chelso, sent their
families to Shanghai and elsewhere for safety.
A Tientsin mandarin now in this port gives the
following explanation of the origin of the
rumours, which must be taken for what it
is worth. Two Japanese cruisers were about
six weeks ago in the Gulf of Pechili and at
one time appeared before Port Arthur. As
the cruisers had the appearance of intending
to steam inside the port, the Russian officer
at the outer signal station hoisted a signal
implying that the port was closed to foreign
ships of war. The Japanese senior officer
in command of the two cruisers, how-
ever, pretended not to understand the
Russian signal and steamed straight for the
harbour. At a point nearly half-way inside
and surrounded on all sides by forts, the
Japanese leading cruiser was met by a steam-
launch with a Russian official who boarded the
vessel and verbally communicated the intelli-
gence which had been indicated by the signal
outside the harbour, and at the same time warned
the Japanese captain that further penetration
into the harbour would be resisted.—To em-
phasise the declaration, a commotion was
observed by those on board in the land forts
and soon it was seen that menacing preparation
were being made. Russian warships inside
the basin were also observed to be justly
getting up steam and altogether matters looked
decidedly unpleasant. The Japanese captain
then simply bowed out his Russian visitor, and
the cruisers retired.—*N. C. Daily News*.

H.R.M.'s Supreme Court.

Before F. S. A. Bourne, Esq., Assistant Judge.
SAMSON & EVANS.

SHANGHAI, and October.

The plaintiff was represented by Mr. H. P.
Wilkinson (Crown Advocate), and the defend-
ant by Mr. W. A. C. Platt (Messrs. Stokes and
Platt).This morning His Honour delivered judg-
ment in this case as follows:In this suit, I have to decide as to the validity
of a Bill of Sale dated 4th July, 1899, granted
by H.D. Patch, since deceased, in favour of
A.M.A. Evans. This Bill of Sale purports to
be an absolute conveyance of personal chattels
in consideration of a past debt. It assigns
"all and singular the stock-in-trade Shanghai
Brewery aforesaid and which are now in the
possession of the said H.D. Patch." There
is no schedule or inventory attached. This
Bill not being given as security for money is
governed by the Bills of Sale Act, 1878, which
does not require an inventory, and in England
it might be regarded as the point of an inventory,
be a good Bill. But in China the Order-in-
Council of 1881 lays down in an imperative
manner, see §48 (3) that every Bill of Sale
must have annexed thereto or written there-
under an inventory of the chattels intended to
be comprised therein, otherwise the Bill is void
in China as far as regards chattels omitted from
the inventory. It was argued for the defendant
that the statute must override the Order-in-
Council, and that no inventory being required
in England, there need be none here. With
this I cannot agree. The Legislature makes
it plain by the command to British subjects in
China by Order-in-Council, issued under Her
Majesty under the authority of the Foreign
Jurisdiction Acts. The Order of 1881 lays
down that this Court is to administer as far as
circumstances admit the law for the time being
in force in and for England (§5), that is, for
my present purpose, the Bills of Sale Act,
1878, by which there need be no inventory;
but the Order of 1881 enacts specifically that a
Bill of Sale without an inventory is void. I
think we must look first to the more particular
and then to the more general command: that
is to say, that the law in China in regard to
Bills of Sale is to be governed first from the
terms of the order of 1881, which deals
specifically with the subject, and then in
addition thereto and in so far as may not be
inconsistent therewith, from the statutes. This
is therefore a bad Bill.But Mr. Platt argued that even if the Bill
were void as against third parties, it was not
void as against the grantor or the Adminis-
trator of his estate. "Void" means destitute of
legal effect: if the Legislature had intended to
except the grantor, this would have been done
explicitly, as afterwards in the Bills of Sale
Act of 1882, where in §4 and §5 a Bill is made
void "except as against the grantor." The
Administrator has the same property in the
personal effects as the deceased and the same
power to bring actions to recover them.This Bill of Sale is therefore void as against
the Administrator. The effect of this judg-
ment will be that the assets of the estate which
the defendant believed to be protected by the
document fall under the jurisdiction of 28th
September, 1899. The plaintiff is to have
taxed costs.I have tried this case as Assistant Judge and
not as Acting Chief Justice in order to give the
defendant the right of appeal to the Chief
Justice on his return from vacation.

The British Minister.

There is now no room for doubt in the return
of Sir Claude Macdonald to Peking where he
will resume his important duties as British
Minister to this country. When he left us in
April last, says the *Shanghai Daily Press*, he
was a sick and worn out man, but change of
air has evidently restored the Minister to health,
and very shortly we may expect his return.
What we said when Sir Claude left we now
repeat, and regret that the Foreign office did
not take the opportunity of replacing him with
a stronger and more capable representative. It
is safe to say that every British resident in China
respects the Minister as a man and a soldier,
and he left us with the unanimous wish of
his fellow countrymen that he would be
speedily restored to

The Chinese Municipality are endeavouring to institute some means of disinfection in the worst quarters of a Native City. We would advise them to be too discriminating, but go right through.

The newly appointed Tatar General of Foochow is still in Peking. The Empress Dowager is reported to be trying to squeeze Tls. 400,000 out of him in addition to the ordinary fees, as Foochow is considered a very rich post.

The Tatar General of Fengtien who recently engaged drill instructors from the Military College to drill his troops, which he found utterly inefficient, is so satisfied with the results that he has applied to General Yuan to engage him several more.

There has been during the latter part of the present week, a marked fall in the high temperature which have ruled for the month of September. The minimum temperatures for the past three mornings have been 45°, 46° and 41° respectively. At this rate we may soon expect a touch of frost.

Those of our young folks, and our big folks for that matter, who were away at Peking, when in D'Arcy's Marionettes were here before, will welcome the news that the show will open for a short season in the Gordon Hall about October 9th. They will thus have an opportunity of seeing one of the prettiest and neatest little exhibitions of the kind that have come this way.

THE PLAGUE IN EUROPE.

The bubonic plague in Portugal is reported in a London dispatch of September 9th to show no tendency to spread, but rather appears to be dying down. The British Medical Journal says there is no need of alarm in regard to the disease. It asserts that the best safeguards against the plague are cleanliness and efficient sanitation and denounces the quarantine as "opposed to the true principles of preventive medicine." The Journal also points out that "even in dirty Portugal the disease is barely keeping alive."

THE AMERICA CUP.

The record in the America Cup race up to the series which is now causing so much excitement is as follows: 1870, *Magie* (winner), American, schooner 16, 28 tons, owned by Mr. F. Osmond, Cambridge (challenger), British, schooner, 198, Mr. J. Ashbury. 1871, *Columbia* and *Saphire* (winners), American, schooners, 220 and 310, Mr. F. Osmond and Mr. W. P. Douglas, *Leonia* (challenger), British schooner, 280, J. Ashbury; 1875, *Madeline* (winner), American, schooner, 152, Mr. J. Dickinson; *Countess of Dufferin* (challenger), Canadian, schooner, 139, C. Griffith; 1881, *Mischief* (winner), American, schooner, 79, Mr. J. R. Busk; *Atlanta* (challenger), Canadian, schooner, 81, Mr. A. Cuthbert; 1885, *Furline* (winner), American, cutter, 149, Mr. J. M. Forbes; *Grattia* (challenger), British, cutter, 80, Sir R. Sutton; 1885, *Mayflower* (winner), American, cutter, 161, Genl. Payne, *Galatea* (challenger), British, cutter, 90, Lieut. W. Henn. R. N.; 1887, *Volunteer* (winner), American, cutter, 152, Genl. Payne, *Titbit* (challenger), British, cutter, 149, Mr. J. Bell; 1893, *Piglet* (winner), American, cutter, 178, Mr. Morgan; *Valkyrie II* (challenger), British, cutter, 155, Lord Dunsun; 1895, *Defender* (winner), American, cutter, 202, Mr. Iselin, *Valkyrie III* (challenger), British, cutter, 210, Lord Dunsun. It will be observed that Canada has represented the English nation to win the Cup on two occasions and England herself has been responsible for her own defeat on the seven other occasions.

THE DEAL WITH SULU.

Mr. W. A. Croft writes to the New York World under date 27 August a scathing criticism of Mr. McKinley's policy in the Philippines. He says:—

"The President of the United States can at last score a victory. He has bought a live Sultan. The American demand for Sultans is perhaps not very lively, but Mr. McKinley has taken time by the forelock and purchased the Sultan of Sulu."

The Sulu archipelago comprises 140 of the southernmost of the Philippine Islands, in the equatorial region. Of these ninety-five are inhabited by a wild, naked, hardy and warlike race of Mahometans, whose members—*juramentados*—have the vicious habit of "running amuck" with a razor-like scimitar, killing as many Christians as possible before they turn fire and sword against the Sultan. They have never recognized any authority but the Sultan, and Mr. McKinley has now adopted the tactics of Spain in hiring this religious gentleman to continue his services.

The Sultan is to become a permanent officer of the United States, and is to receive annually while he lives \$5,000 in gold and "perquisites" amounting to some \$11,000 more—an amount considerably larger than the salary of any of the Governors of our States. The fact that he keeps a harem of innumerable wives and concubines, in violation of the law abolishing polygamy in Utah, does not seem to embarrass Mr. McKinley at all. Neither does the fact that slavery flourishes in the Sultan's dominions, in violation of the thirteenth amendment of the Constitution, which declares that slavery shall not exist within the United States "or in any place subject to their jurisdiction." In fact, the permanent retention of these "twain relics" is obviously conceded in the bargain with the Sultan.

The question now arises, what next? Shall we muster into our service the Malay King of Mindanao and pay him his salary of \$50,000 a year? Why not? He has an army of 100,000 savage men, and there is much more reason to dread and placate him than the Sultan of Sulu. Will the President appoint the Archbishop of Manila his viceroy, to administer justice in Luzon? Why not? Unlike the slaveholding polygamist, despotic who is appointed his Sulu viceroy, the Archbishop is a Christian; he prohibits polygamy; he punished slaveholding as a crime; his people seem ambitious to establish a republic like our own, and Admiral Dewey says they are intelligent, orderly, and capable of governing themselves. In short, why are we fighting Aguinaldo and hiring the Sultan of Sulu? Will not the Methodist missionaries get along with Aguinaldo better than with the potentate of Mahomet?

If the President would once more take his stand on the tail-end of a railroad train and attentively listen for vox populi, it is possible he would hear a remonstrance against slaying men who are fighting for their liberties, while confirming a filthy and barbarous tyrant on his throne; paying him a salary and unfurling the Stars and Stripes above his abominations.

"Do you allow your boys to sleep in your office?" was asked of a broker in the Chamber of Commerce building. "Only during the day time."

THE TRANSVAAL.

Master Charles Burdon Hayward contributes the following to the third number of the *Yellow Dragon*. He says:—

Now that the situation in the Transvaal is so critical, and a crisis so imminent, it may be of interest to know something of the Boers, their history and origin.

During the 17th century the Dutch occupied Cape Colony, and soon afterwards immigration began. The Dutch colonists poured into Africa in such numbers, and multiplied so fast, that now the greater part of the white inhabitants of South Africa are their descendants and are called Boers.

At the beginning of the present century when the Cape passed into English hands, the Boers were very discontented and some of them, sooner than live under English rule, moved away to the very outskirts of civilization.

The majority of the Boers however remained around the coast, till in 1836, the British abolished slavery, that institution which they cherished next to their freedom.

So like the Jews of old, the Boers trekked away Eastward with their wives and families and founded the Free Republic of Natalia, hoping to find there a home where they would be free, and able to maintain their old customs, and above all to keep their slaves.

Terrible wars with the Zulus followed, and in 1843, the British Government, ever on the track of slaveholders, followed and annexed Natal to Cape Colony.

A second exodus of the Boers followed and as many as 30,000 crossed the Orange River and founded the Orange Free State.

Still the British followed and in 1848, proclaimed English rule beyond the Orange River. The Boers resisted in vain, and finally crossed the Vaal, and founded the South African Republic, where they were joined by the Natal Boers. England recognized their independence in 1852.

In 1877, the opening of the gold mines caused a vast influx of Englishmen, and in consequence of this and of the Boers' cruelty to the natives, the Transvaal was annexed in 1877.

In 1880 the Boers revolted and the British were beaten at Bronckhorst's Spruit, Laager's Nek, and Majuba Hill. In 1881 their independence was assured them, subject to British control of their foreign affairs.

In 1896 the state of the Uitlanders had become so intolerable owing to the Boers' oppression, that the Reform Party sent word to Dr. Jameson Governor of Rhodesia for aid. He entered the Transvaal with 700 men, but the Boers prevented the Johannesburg Reformers joining them by closing the lifts or roads, and Jameson was forced to surrender at Donkook.

He and his officers were sent to England for trial, and the situation became strained that in the beginning of 1899 a petition signed by 21,000 Uitlanders was sent to the Queen.

A long correspondence followed, and large numbers of troops have been sent to the Cape, while 10,000 more are about to sail.

The military forces of the Transvaal consist of the State Artillery some 600 strong, and some 2,000 volunteers.

All the Boers however are liable to be "commandered" under their Field Cornets, while the country suits their military operations, being composed of rolling grassy plains, studded with rocky kopjes, which afford their marksmen splendid shelter.

"THE YELLOW DRAGON."

LETTER FROM SHANGHAI.

The following is an encouraging letter to the conductors of *The Yellow Dragon*, sent by a one-time Hongkong resident:—

SHANGHAI, 18th July, 1899.

The Editor, *The Yellow Dragon*.

Dear Sir,—I have read with small amount of pleasure your paper, and I congratulate you and your collaborators on the excellence of its various and varied contributions, as well as its neat get-up.

As Editor of the first Anglo-Chinese School Magazine published in Hongkong (as far back as 1881-2), I write you this not to claim the honour of being the pioneer of literary school ventures in the Far East, but merely to hope that the *Yellow Dragon* will not have the same fate as my 'Our Boys' and your predecessor, 'The Scribbler,' whose Editor, Mr. S. R. Minny, *Nile* Solomon, is here, and who perhaps may feel inclined to give a few reminiscences of his school days and journal.

Gallus So aex may not have known that the St. Joseph's College paper, 'Our Boys,' was ever in existence, and so he did not mention it, unless he does not consider the Christian Brothers School an Anglo-Chinese one.

Quai qui n'ait. I sincerely wish your new venture every success, and may you, when you leave your editorial chair, find some one willing to succeed you, and continue the good work you have so well begun.

'Our Boys' died, simply because no one cared to bear the onus of the position when I left Hongkong, while 'The Scribbler' went out of existence through lack of support. But those were days when progress did not stalk prominently, but nowadays with so many brilliant scholars in your schools, the Editorship of a school paper should be a coveted seat.

Growing reminiscent, I cannot forget the pleasant pitched battles of words the rival papers were engaged in. Those were pleasant days. We waited the issue of each other's paper with a truly savage delight and eagerness, and when they came out, what running comments! What unmerciful criticisms were passed. But both papers are gone, and only bright recollections are left.

Co-existing with the above was the Raffles School paper, 'The Rafflesian,' another Anglo-Chinese undertaking, printed in Singapore, whose Editor won the Government Scholarship years ago and is now one of the leading lawyers. Mr. Seng Ong Siang, the present co-editor of *Straits Chinese Magazine*. I had the honour of being a frequent contributor to this very excellent journal. So after all there were many before you in the field, and who knows I may yet have to come down from my perch! It matters little if I do.

In conclusion, as one having always a keen interest in literary school ventures, especially when they are from my birthplace, the Island of Engat Stream, I will watch your progress with delight, and venture to offer you my humble services whenever you feel inclined to ask.

Your well-wisher,
C. E. DE LOPES E. OZORIO,
Whilom Editor,
'Our Boys.'

CAN CHINA PROGRESS BY HERSELF?

(From No. III. of *The Yellow Dragon*.)

The more I read, mark, learn and inwardly digest, the stronger becomes my conviction that China by herself can and will never progress. The lack of the faculty of adaptation is a very pronounced characteristic of the Chinese. It is discernible in the long run of her history that China at the very start as a nation has enjoyed a long and uninterrupted peace. Wars swelling into the magnitude of a hundred or thirty

years, have been unknown in her history. The Taping rebellion, the greatest and most threatening of civil collisions recorded in modern history, dwindles into insignificance when compared with the terrible long years in which European nations were engaged in the destruction of one another. China has never played the part of an aggressor, except I imagine in the prehistoric ages or neolithic period when our primitive forefathers had doubtless to struggle for bare existence with neighbouring savages. But since her history began the process of formation China has never sent out an army with practically no better intention than that of a war of conquest. Korea was our aggressor before the celebrated general of the Tan dynasty was despatched to effect subjugation. So it was with all other States. If we could credit the authenticity of historical facts, the reputed 'Flowery Land,' with its dragon throne, and supreme civilization, was long the object of envy to our neighbouring States. Enumerate the wars since the opening of China, to the world, such as the opium war, the French war, and the war with Japan, and see whether China has ever been the aggressor. The excessive fondness of peace which she enjoyed so long and, unceasingly has rendered that kinetic energy, the vital propeller of nations' activity, latent and almost non-existent. European nations side by side from the fall of Constantinople to this day, watch with a keen feeling of envy and ill-will for an opportunity to inflict misery and slaughter upon one another. Wars and rebellions have whetted the spirit of these nations and transformed their present attitudes, though their primitive purpose was the war of conquest.

China with the loftiest mountains for her barrier on one side, and the greatest ocean on the other, had no connection with the outside world whatever. She found she had nothing to contend with except a few inferior States which were long, long ago absorbed. So she has the steepest chance of inclination to progress, and most naturally conservatism developed until it has attained to such an appalling magnitude that a most powerful stimulus must be needed to remove the obstacle that blocks the path to advancement. Forty or fifty years of effort and energy are ineffective to supplant centuries of capacity of adaptation, objects to innovation, welcome exclusivism, and remains satisfied with the old order of things. In short, conservatism is the stumbling-block that has kept progress at bay.

PROGRESS BY ASSIMILATION OF FOREIGN IDEAS.

To abolish it or to weaken the force of conservatism, demands most stringent exertion. Side by side with conservatism there reigns an assimilation of foreign ideas which can by no means be noticed by a superficial glance. It will in time completely displace conservatism. That quality is especially noticed in schools of Western learning, where under the influence of a new atmosphere, is instilled into the heart of the people that new spirit which is to dispel conservatism. People look with a shrug of the shoulders at the innovation and the forces that have elevated the Western nations, but when they assimilate them and find more good has been obtained, they will not easily be destroyed. This is the reason why young men grow dissatisfied after they have been placed in a different surrounding. The Chinese may hold a pessimistic view respecting Western politics, arts, science, and religion, but if they could once comprehend their true working, they will rapidly assimilate them. They need to be taught to discard conservatism and that the new China is not to be formed out of the ashes of the old, but from the adoption of new forces and new ideas that are being placed before them for assimilation. The desire for radical change is not found in the spirit of the Chinese people, but will germinate from the heaven that is being introduced by the spread of Western ideas; so will arise the future builders of a new China, equipped with wisdom, power, and energy.

Thus then we have attempted to show that the progress of China will not come necessarily through partition, that it cannot come from the ashes of old China, but that it may come from the introduction of the new forces which are set free by the entrance of Western politics, science, arts, and religion.

A. S. YUEN,
in the *St. John's College Echo*.

THE TRANSVAAL CRISIS.

DEPARTURE OF TROOPS FROM INDIA.

We are informed that the last batch of troops for service in South Africa left India on the 23rd September. The first brigades should be at Durban, if they left India at the scheduled time, before the end of Friday, so that there would be a large British force in Natal by this.

COMPOSITION OF THE VARIOUS CARRIAGES.

The addition of the 1st King's (Liverpool) and the 1st Manchester Battalions to the force in Natal will increase the number of regular Infantry Corps in the Colony to five, the other Battalions in Natal being the 1st Leicestershire at Ladysmith, under Lieutenant-Colonel Corlestone and the 1st King's Royal Rifles (Lieutenant-Colonel Gunning) and the 1st Royal Dublin Fusiliers (Colonel Cooper) at Maritzburg.

The departure of the 1st King's from Cape Colony leaves two regular Battalions (Lieutenant-Colonel Kewich), the 1st and 2nd Buffs (Lieutenant-Colonel Evelyn Gordon), and four companies of the 2nd King's Own (Yorkshire Light Infantry), whose other companies are in Mauritius. The deficiency, however, is to be made up by sending out from Home the 1st Royal Munster Fusiliers.

There are already two regular Cavalry regiments in Natal, the 5th (Royal Irish) Lancers, under Lieutenant-Colonel Chisholme, and the 18th Hussars, under Lieutenant-Colonel Moller, the former at Maritzburg, and the latter at Ladysmith. There are also a substantial force of Mountain Batteries, and a substantial force of Engineers, both at Ladysmith and the delay announced in sending out three Field Batteries to Natal from Home really leaves this arm of the service the most efficient in the colony, as the Batteries going from Home would be officers and men, only, without horses and guns to relieve officers and men going from Natal to Ladysmith. By retaining the latter in Natal for a while the Batteries remain manned by acclimatized officers and men familiar with the country and the horses in use.

Qualified non-Commissioned officers and men of the Cavalry at Home are being demanded by the War Office as volunteers for temporary duty in South Africa as saddlers, shoeing-smiths, etc.

Besides the forces above enumerated there are the native levies being organised by the six special service officers sent out from England some five months ago. These will be specially added by the Natal Police and Volunteers which consist of Natal Police previously known as the Natal Mounted Infantry—600 Europeans and 800 natives—under the 600

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The *Exchange Telegraph* Company states that the troops now being sent out to Natal from England will not be withdrawn from South Africa, nor will any relief be made except in the case of sick men, until the British Government has adequate knowledge that the Transvaal has given right and justice to the British settlers in that Republic. Practically this means that our troops go out for an indefinite period.

WHY KRUGER MAY NOT FIGHT.

The special correspondent of the *Daily Telegraph* at Cape Town, in an interesting letter on the situation, says:—An ex-Transvaal official said to me this morning, I pledge my word for it that if England sends out thirty or forty thousand troops, not a shot will be fired. Talk like this will not sound unpatriotic to those who know the ins and outs of the politics of the Transvaal Republic. The speaker does not wish to be shot to death, but he wants this prolonged agony ended. I should play the poor Boer, he added. 'It is they, and not the grasping clique at Pretoria who would be shot. Those readers who may be anxious about the fate of Johannes Paulus should call to mind that when Jameson's Raid sent a panic through the capital the gallant President kept a saddled horse at his door until the terror was over, and he had not been across a horse for twenty years,' as Vrouw Kruger said. No, I feel quite reassured about Stephanus Paulus. But the reason for the spread belief in a peaceful solution, given the means to enforce it, is the success of Sir Charles Warren's expedition in 1885. Sir Charles knew exactly how to treat the President, and so, by the way, did Sir F. Carrington and Sir Evelyn Wood. A Press colleague tells me it was quite refreshing to hear Sir Charles lay down the law. 'This and this' said he, 'will be the new boundary.' But I should like to consult my burghers. 'You will do nothing of the kind; my officers have laid down the line, and you will observe it!' And so on, and so on. It will be so again; the only consideration for the English Government to keep in mind is to impress on the recalcitrant President that the are put to the move, and the more expense they incur, the more they will be their conditions. 'No trifling' should be the motto. There is another reason why I believe in peace, one that will strike many readers, who do not know their President intimately, as imaginary. When Paul was about five and twenty he came under the weird religious powers of life on the veld, and he disappeared into the wilderness. There, like another Jacob, he wrestled with the traveller Unknown; like another Moses saw the burning bush. You smile at these ghostly influences, but there is many a Boer lad of to-day, despite your locomotives and telegraphs, who is going through the same crisis. Long afterwards to very close friends he had talked with Gabriel, and among other things the Archangel had foretold that he should twice defeat the English; but he must avoid a fourth battle—for it would be disastrous. The modest President it would seem, put the affairs of Laing's Nek, Ingogo, and Majuba in his own credit, though he had small share in them, and I am assured this hint celestial will save Paul risking too much in the contest with Mr. Chamberlain. In my humble opinion, the authority of the seraph is good enough to cover a retreat. I am certain any pious Boer would accept it.

The *Spectator* has the following very interesting remarks on Transvaal affairs:—

It is difficult to say exactly how many men the Boers will be able to put in the field. Of course, if the whole Dutch population of the Cape and the Orange Free State threw up work on their farms and flocks the Outlanders, they might easily produce a body of fifty thousand men, but that this will take place is far from likely. What is probable (say, we should say what is almost certain), is that only the younger and more adventurous of the Dutch farmers will come to the aid of the Boers. But this is not likely to mean a body of more than five or six thousand men. Let us suppose that the Boers themselves can put twenty thousand men into the field. Their total force, then, is not likely to be more than twenty-five thousand men. And this, remember, will not be an organised force, but rather a mob of good marksmen. But a mob, even when each person in it provides his own transport and commissariat for, say, a week, is not an army. That groups of Boers five hundred strong, or even a thousand, will fight very effectively in a rough country must, of course, be admitted. It is probable, indeed, that good shooting and individual resource and pluck may make an unorganised body of six or seven hundred men a more formidable force than can exact drilling and close organisation. When however, it comes to bodies of ten thousand or fifteen thousand men, the want of organisation and cohesion will be very greatly felt. The Boers will, we grant, not fail for want of company, or want of organisation, but they will fail for want of discipline. Their strength in numbers will be an actual source of weakness, as also will be their artillery. A force of six hundred men without guns or any impedimenta, and in which each man looks out for himself, can afford without confusion. A force of fifteen thousand men encumbered with guns, and necessarily trying to work together without knowing how, will be in a very different position. If then, the Boers in force be afraid of the result, they will not meet us in force, but will keep up a running war as they did last time. We do not think this likely, for it would mean the abandonment of Pretoria and of the forts at Pretoria and Johannesburg. But even if they refused to meet us in the open, and determined to play a waiting game, we do not think it would be successful. And for this reason. In the old war the majority, nay, practically the whole of the people of the Transvaal were against us. Now the majority are not our enemies. For example, there are even in Pretoria some thirty thousand Outlanders. If then, the Boers were to allow us to enter the Transvaal and to occupy Pretoria and Johannesburg, and to rely upon difatory tactics, we should find ourselves at once welcomed and strengthened by a great friendly population, which we should at once proceed to arm and organise. The occupation of Johannesburg and the Rand district would at once add ten thousand, or even fifteen thousand men to our forces. Again, we should not be holding isolated posts, but a great city in railway communication with the coast. The railways and the deep hostility of the majority of the population to the Boers have in fact entirely altered the local conditions—we say "local" advisedly, because we do not forget the importance of the general race problem in South Africa—and have made them favourable to us instead of most unfavourable, as they were in 1881. It would seem, then, certain that the Boers cannot afford to play a waiting game, and must resist the advance of our troops in the open. We do not say that necessarily this means an immediate victory for the British troops, but it would hardly be presumptuous to say so. Sir Charles Buller is not Dr. Jameson and a brigade of British cavalry is a very different thing from young gentlemen in picturesque hats who lost their way and their heads at Krugersdorp.

SWALLOWED WHOLE BY AN ALLIGATOR.

On Saturday an alligator made a meal of a Chinaman at Paknam, says the *Bangkok Times* of the 25th September. The man was bathing at the mouth of the creek there about 5 p.m., and spectators say the saurian swallowed its victim whole. It all happened so suddenly that no assistance was possible.

All alligator charmer, it is now announced, will "call the alligator up" on Wednesday, when it is hoped he will be made to answer for his misdeeds. The method in which this is done is curious—also cruel. The "Doctor" floats into the river on a raft made of plantain trees. He is fortified with foods and toothsome trifles with which he propitiates the water spirits. A monkey is also provided, for an alligator is partial to monkey as an article of diet. After many incantations and ceremonies the *Alou* screams with pain and fingers, and the poor beast puts its mutilated hand in the water, and what with the blood and the noise some alligator is pretty sure to come and investigate. Then it is duly harpooned, and in course of time receives its happy despatch. As this seems to be the alligator season it may be worth mentioning that one 40 feet long is said to live near Bang-pa-in.

GAMBLING IN PENANG.

A correspondent of the *Penang Gazette* writes to the effect that at the present moment a gambling-house is being run in Chulia Street, where the tenant is a well-known sharper is a man who has long been wanted by the police. Two years ago, there was a hue-and-cry after him, but he escaped and fled to Rangoon. Now, he has returned to Penang, and with the assistance of five other equally notorious sharpers, has started a most lucrative gaming business at the house mentioned. The gang chiefly operate among the coolies and hawking communities, and it is reported that they netted some \$2,000 last month, of which \$300 went in bribes to informers and others. With the more recent arrangement of the detective force, it is wonderful that the den in question has not been visited. The gang contemplate running another gaming establishment next month.

Another correspondent writes:—"The result of the wall-whet lottery case, which you have published under the heading of 'Heavy Fines and Appeal,' has given general satisfaction. Mr. O'Sullivan is to be congratulated on his treatment of the convicted offenders. It is notorious that, in cases of this kind, where a conviction is never obtained except on unimpeachable evidence, a fine, unless the amount be a substantial one, is a totally inadequate punishment. The *Penang Star* speaks in high terms of Inspector Fiddes' action in the matter, and I agree with it, that the thanks of the community are due to this officer for the able manner in which the prosecution was conducted."

NOTANDA.

CALENDAR.

OCTOBER.

Metorological means based on fifteen years' observations to 1898.

Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

Tuesday, 10th October, 1899.

Chinese—6th of 9th moon of 25th year of Kwang-shi.

Sun—Rises 5hr. 56min.
Sets 5hr. 39min.
Moon—Max. Dec. S. 8hr. am.
High water— 5hr. 25min.
Afternoon 5hr. 40min.
Low water—Morning 6hr. 40min.
Afternoon 5hr. 40min.

ANNIVERSARIES.

1834—Lord Napier died at Macao.
1856—Sir J. Bowring demanded the release of the crew of the *Arrow* by the Canton authorities.
1892—P. & O. Co.'s steamer *Nokhara* wrecked on Land Island, Pescadores, with loss of about 125 lives.

TO-MORROW.

Wednesday, 11th October, 1899.

Chinese—7th of 9th moon of 25th year of Kwang-shi.

Sun—Rises 5hr. 56min.
Sets 5hr. 39min.
Moon—Max. Dec. S. 8hr. am.
High water— 5hr. 25min.
Afternoon 5hr. 40min.
Low water—Morning 6hr. 40min.
Afternoon 5hr. 40min.

ANNIVERSARIES.

1399—Order of the Bath instituted.
1492—America discovered.
1797—Battle of Camperdown.
1866—Hongkong and Whampoa Dock Co. formed.

1880—Señor Garay, Spanish Consul at Shanghai, accidentally drowned at that port by falling into the Kwangpoo River.
1881—The first steamer the *Acifoon* left Hongkong for London with passengers to establish a Chinese firm there.
1896—Death of Archbishop Benson of Canterbury.
1898—Hongkong and Shanghai Bank Co. sign contract for loan of £2,300,000 to Chinese Government for Newchwang railways.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Sydney) to-morrow.
Indian (*Arratoon*) 13th inst.
Australian (*Changsha*) 13th inst.
English (*Chusan*) 14th inst.
German (*Huyen*) 17th inst.
American (*Coptic*) 26th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba to Kowloon Dock.
Isle de Luzon " " "
Kiangkang " " "
Shanghai " " "
Suez " " "
Yankee " " "
Liberal " " "
Empress of China " " "

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama	THURSDAY, 12th October, at Noon.
KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe & Yokohama.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	SATURDAY, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, Kobe and Yokohama.	SATURDAY, 21st October, at 4 P.M.
HAKUJI MARU.....	VLADIVOSTOK, via Swatow, Amoy, Shanghai, Wei-hai-wai, Chefoo, Changhai, Nagasaki, Manilla, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.	THURSDAY, 26th October, at Noon.
YAWATA MARU.....	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo and Port Said.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo and Port Said.	FRIDAY, 3rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

[247a]

PHOTOGRAPHIC

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Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

Dr. KNORR'S ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.

[34]

UNTOUCHED BY HAND.



For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JAPANESE CURIOS. KUHN & KOMOR,

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA.

No. 12, Heanchofield Avenue, Opposite the City Hall.

Hongkong, 9th October, 1899. [1258a]

THE POPULAR DINING ROOMS,

18, PRAYA CENTRAL,

(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.

Hongkong, 9th October, 1899. [1211a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899. 1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street, [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.L. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from Manila will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.

Hongkong, 20th September, 1899. [1795a]

FOR NEW YORK.

THE 3/3 A.I.L. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.

Hongkong, 19th September, 1899. [1794a]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin [3,328] J. R. Rae... [Oct. 14, 1899]

Breconshire [3,357] R. Peables... [Oct. 28, 1899]

Queen Adelaide [2,832] F. McNair... [Nov. 18, 1899]

Saint Irene [3,877] W. Attree... [Dec. 9, 1899]

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen [3,777] J. Murray... [Nov. 11, 1899]

Monmouthshire [2,874] W. A. Evans... [Dec. 23, 1899]

Aberdeen [3,777] J. Murray... [Jan. 27, 1899]

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Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41. The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 18th September, 1899. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mail, will be despatched from the BOMBAY, &c., on SATURDAY, the 11th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899. [15]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1899. [19]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA.....	HAVRE and HAMBURG.	14th Oct. Freight and Passage.
*HEIDELBERG.....	(LONDON with transhipment in HAMBURG.)	About 5th Oct. Freight and Passage.
Schiller.....	HAVRE and HAMBURG.	11th Nov. Freight and Passage.
ANDALUSIA.....	(LONDON with transhipment in HAMBURG.)	About 15th Nov. Freight and Passage.
Schnefeldt.....	HAVRE and HAMBURG.	11th Nov. Freight and Passage.
*SIBERIA.....	HAVRE and HAMBURG.	About 20th Nov. Freight and Passage.
Hildebrandt.....	(LONDON with transhipment in HAMBURG.)	About 30th Nov. Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG.	About 30th Nov. Freight and Passage.
Mayer.....	(LONDON with transhipment in HAMBURG.)	About 30th Nov. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra [3,406] about Oct. 20

Belgian King [3,379] about Oct. 31

Carmanthenshire [2,929] about Nov. 15

Carlisle City [3,002] about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsaw (via Naga-saki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Algon (via Naga-saki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899. [1258a]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen [Wednesday] 11th Oct.

Bayern [Wednesday] 8th Nov.

König Albert [Wednesday] 13th Dec.

Prinz Heinrich [Wednesday] 27th Dec.

Preussen [Wednesday] 10th Jan.

Karlsruhe [Wednesday] 24th Jan.

Sachsen [Wednesday] 7th Feb.

Hamburg [Wednesday] 21st Feb.

Bayern [Wednesday] 7th Mar.

ON WEDNESDAY

NEW FOG SIGNALS.

A COMING INVENTION.

A device has been described by *Electricity* which has for its purpose the warning of a vessel at sea during a fog of the approach of another vessel or of the vicinity of an iceberg. The apparatus in question was quite complicated, and essentially theoretical, and was based on the principle that an object emits heat radiations when its temperature is either higher or lower than the surrounding atmosphere. Whether such a device could be made to work satisfactorily in actual practice is problematical, owing to its sensitiveness, and on this account a recent invention of an Italian professor, based on the principle of the telephone, would seem to give more promise of success. This device, which is said to be attracting the attention of the navy department, is styled "wireless telephony," and has for its object not only the prevention of collisions at sea, but the detection of the approach of torpedo boats in naval warfare as well. That the invention is practical would seem to be proven by a number of experiments that have been made in the Gulf of Genoa in the presence of scientists and naval experts. The details of the apparatus and a report of the trials that have taken place, and which are said to be confirmed by official reports, are given in *L'Italia Mariana*, and are translated as follows:—

It is well-known that the transmission of sounds is in direct ratio to the density of means through which they are transmitted. It is equally well-known that water is an excellent means for transmitting sounds to a distance. It has been noticed that a bath immersed in water hears with great distinctness the sound of a steamer's engine in motion, because the water in which the latter is immersed is in a special state of vibration owing to the movement of the engine and the screw actuated thereby. From these principles the inventor derived the conclusion that if air could send these vibrations of sound, an instrument of great sensibility below the water would be susceptible of seizing them at a greater distance and with greater distinctness, and he became convinced that the telephone apparatus should be the point of departure for obtaining a practical means of signalling between two vessels. Water would take the place of wires. It was necessary first of all to construct a sound receiver which would perform the functions of the ear below the surface of the water, then another apparatus that would increase the sound received and indicate the direction whence they came.

In practice, a portion of the apparatus is located on the conning-tower of a man-of-war, while a second piece of mechanism, or the receiver, is secured to the ship's side below the water line. Continuing, the article explains the operation of the device:—"The submarine receiver is a kind of box secured to the hull with a number of depressions so as to receive sounds from all directions. From the centre of each of these an electric wire leads to the telephone which is situated on the conning-tower. The mechanism based on Edison's well-known scientific principle. A dial plate on board is divided in two parts corresponding to the two sides of a ship. Two hands indicate the direction of the ship, and two hands indicate the direction of the vessel signalled. A system of bells at the upper part of the dial plate and of the receivers on board indicate by sound with greatest distinctness the rhythm of the screw of a distant vessel. When coming within seven kilometres of a steamer the hand of the telephone turns and indicates the direction of the vessel and follows its route, while the bells and receiver beat simultaneously the cadence of the distant screw. The noises of the vessel on which the apparatus is located cause no disturbance, owing to the special construction of the submarine receiver."

From the above description, it will be seen the principle on which the device is based is, that the sound waves from a revolving screw will be transmitted through the water to a diaphragm and thus made audible, which would certainly seem reasonable providing a sufficiently sensitive diaphragm capable of vibrating under water has been obtained. Commander Richardson Clover, chief of the office of Naval Intelligence at Washington, is reported as saying that the invention contains elements of success, and that if found practical it will be made use of in the American naval service.

A YACHT PURSUED BY CANNIBALS.

A despatch published by the *New York Sun*, says that the Austrian Count and Countess Festetics have had a "miraculous escape from capture and death at the hands of a cannibal tribe in the Solomon Islands. They were cruising in their yacht in that locality when they were pursued by the savages in their canoes. The chase was kept up for many miles, but eventually the yacht gained upon the cannibals and made good her escape."

STANDARD, August 14th.

To be chased by man-eaters ought to satisfy the strongest craving for excitement. The inhabitants of the Solomon group are not the most amiable of savages, and add to other objectionable qualities an appetite for human flesh. The Count and Countess, while cruising in their own yacht, were espied too near the shore by the hungry folk on land, who saw the chance of getting a "long pig," and gave chase in the "man-eater" canoes. Apparently the Count had overlooked contingencies of this kind, and was unprovided with guns or rifles, for no attempt seems to have been made to give the visitors a fitting reception, and there was nothing to do but take to flight. No doubt, the wind was light and the savages had counted on the fact, but a stern chase is proverbially a long one, and the pursuers were eventually baffled. The incident is instructive, as showing that, even as travel has become of late years, there are quarters of the globe where the amenities of civilisation have not yet penetrated, and disagreeable surprises await the too-confiding visitor. An Indian raid offers unpleasant contingencies to those who wander far away from the beaten track in some parts of the United States; pirate junks still lurk in Chinese estuaries; Australian natives, though peaceful enough in many districts, are ready with their spears in others, and those on the north-east coast are credited with tasteless and cruel attacks on the islands, while painful experiences may be undergone in Darkest Africa, and even according to one recent traveller in Central Asia.

The Solomon Islanders have long had a bad reputation. In what part of this extensive group, of which Germany claims one portion and our own country another, this incident occurred is not stated. The inhabitants in some of the islands are now losing their primitive ferocity, and do not kill strangers on sight; but as the group extends in two parallel chains for some six hundred miles, there is room for variety. For a very long time the islands were unknown to Europeans. Though discovered by Mendana as far back as 1567, they were not again visited for a couple of centuries, and it is only of late years that missionaries and travellers have ventured among them. Some, like Mr. Guppy and Mr. Woodford, not to mention others, have given the world the benefit of their experiences. But the islands, with their extraordinarily heavy rainfall and

dense tropical vegetation, are not likely to be generally attractive. The inhabitants certainly are not. They have no liking for a peaceful life, and, as they rarely have the opportunity of attacking a stranger, they spend their time in fighting among themselves. Though mostly, if not wholly, of one race—the Melanesians—they are split up into a number of tribes, each of which is generally at enmity with the others. So "kill or be killed" is the rule, and war has no special attractions. They collect human heads, which form the choicest decorations of their houses and war canoes. War, moreover, augments the latter. It is cheaper to eat an enemy than a slave. The former, too, is likely to prove the more nutritious. Not only has the cannibal no fears that his victim will disagree with him, but he reckons that in the process of digestion he will assimilate a portion of his valour and strength. It is a loathsome appetite, but before now hunger has driven even civilised men to such diet, and travellers to countries without game, such as some parts of Africa, have described the extraordinary craving for meat which long abstinence from it has produced. It is this, probably, which has caused the practice to be so frequent in the Islands of the Pacific, for they are very deficient in the larger quadrupeds.

DESERTER'S CURIOUS STORY.

ARRESTED AFTER A SEARCH OF TWELVE YEARS.

When Alfred Perry, a man of thirty-two, living in Rayner-street, Hackney, was brought up at North London and charged with being a deserter from the 4th Hussars since 1897, he raised a novel and curious defence. He admitted that he was the person advertised for in the *London Gazette*, but contended that he was not a deserter, as he had not been sworn in. The circumstances of his case were as follows:—

Thirteen years ago he tried twice to become a soldier. He went to the Wellington Barracks, but was refused because of a weak heart. Then he went to the Tower, where he was passed, with a number of others, and sent to the Wellington Barracks to comply with the preliminaries of soldiering.

He was accepted in an infantry regiment but was told that he ought to go into the cavalry. He agreed, and, as a consequence, he was with neither party when the swearing-in was in progress. He was sent with other men to Edinburgh, and then his name was not even found upon the list.

After three months of soldiering he had had enough of it, and he wrote to his father stating all particulars as he had now given them. His father replied, "You are not a soldier. You have not taken the oath of allegiance, and can come away."

He left the regiment and went home, and had since married and gone into business. Mr. Chapman said it was a remarkable story, but it must be dealt with by the military authorities.

The prisoner was committed to await an escort, and his wife and other female friends left in tears.

A FRENCH BULL FIGHT.

MORE DEGENERACY.

The French are thoroughly resolved to prove their right to be considered the heads of the civilised world. They have now completely naturalised the Spanish bull fight, and in order to demonstrate their superior humanity more fully to us have held one at Boulogne. It has been an exhibition of consummate brutality. "Ladies," says the *Daily Telegraph*, "invite the Spaniards to drink cognac." The world "lady" is fast reaching the point of degradation at which it will no longer be fit to be touched by any decent woman. While the French are learning brutality from the Spaniards, they are repaying the obligation by teaching their friends the drunkenness which is spreading among themselves. Part of the audience indulged in the luxury of humane emotions—in a perfect debauch of fine feeling—but the majority howled for blood, and more blood. Next time there will be no dissenting minority, and France will be fully established in the possession of the most cynical taste for cruelty now to be found in the world.

Intimations.

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 61, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for. [163]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

NOTICE.
NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [108a]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS JEWELLERS, SILVER
SMITHS, AND OPTICIANS,
CHARTS AND BOOKS,
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 14 & 16, Queen's Road Central. [40]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, BOMBAY, KARACHI, ADEN,
FUME AND TRIESTE.
(Taking Cargo at through rates to South Africa,
PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT AND ADRIATIC PORTS.)
The Company's Steamship

"MARIA VALERIE"
Captain A. Feller, will be despatched as above
TO-MORROW, the 11th instant, P.M.
Silk and Valuables are transhipped on
arrival at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th October, 1899. [1267a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship

"DIAMANTE,"
Captain Taylor, will be despatched for the
above port, on THURSDAY, the 12th instant,
at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th October, 1899. [1270a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
The Company's Steamship

"POSEIDON,"
Captain A. Leva, will leave for the above
places on SATURDAY, the 14th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 7th October, 1899. [1262a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above
on TUESDAY, the 17th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above
on FRIDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly-qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [1255a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above
on FRIDAY, the 20th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th October, 1899. [1277a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES,"
Captain Palford, will be despatched on
TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON
VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)
THE Company's Steamship

"OANFA,"
J. A. Davies, Commander, will be despatched
as above on or about the 5th November.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th October, 1899. [1268a]

FOR MANILA.
(Taking Cargo at through Rates for ILOILO
and CEBU.)
THE Steamship

"VENUS,"
will be despatched as above
on FRIDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 9th October, 1899. [1282a]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the
above ports, on SUNDAY, the 15th instant, at
Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above
on TUESDAY, the 14th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [1283a]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.
THE Company's Steamship

"OANFA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risks into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 13th instant, or they will not be
recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns where they will be
examined on the 10th instant.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 10th
instant will be subject to rent.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th October, 1899. [1262a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBORO, LONDON AND
STRAITS.
THE Steamship

"GLENSHIEL,"
having arrived from the above Ports, Consignees
of Cargo by her, are hereby informed that their
Goods are being landed at their risks into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Optional cargo will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.
Goods not cleared by the 11th instant, will
be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
of steamer arrival, after which no claims will
be recognized.
McGREGOR BROS. & GOW,
Agents.
Hongkong, 5th October, 1899. [1271a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW.
THE Company's Steamship

"KAISOW,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
are being landed at their risks into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 14th instant, or they will not be
recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 11th
instant will be subject to rent.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 5th October, 1899. [1272a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SHANGHAI,"
FROM ANTWERP, LONDON, PORTSAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From Madras, ex S.S. *Landura*.
Optional goods will be landed here unless
instructions are given to the contrary before 3
P.M. TO-DAY.
Goods not cleared by the 15th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage obtained
from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 9th October, 1899. [1]

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.
THE P. & O. S. N. Co's Steamship

"TIENTSIN,"
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Goods not cleared by the 10th instant, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage obtained
from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th October, 1899. [1-w 5]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN,"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th instant will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 11th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th October, 1899. [1266a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARI,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant, will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 10th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th October, 1899. [1275a]

To be Let.

OFFICES TO LET.

NO. 24, ICE HOUSE STREET. Immediate
Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4,
Queen's Road, Central, (lately the IM-
PERIAL BANK OF CHINA).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

TO LET.

SEMI-DETACHED VILLA RESIDEN-
CES on Bowen Road (now in course
of erection).
PROPERTY lately occupied by the
Bowington Saw Mills.
GROUND FLOOR, 52, PEAR STREET.
OFFICES on 1st floor, No. 10, PRAYA
CENTRAL, (lately occupied by
Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.

ROOMS with or without BOARD, in Cen-
tral Position. Summer Board.
"H."
Hongkong, 17th May, 1899. [663a]

For Nervous Exhaustion

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restorative
of the nervous system.
For brainworkers, profes-
sional men, teachers, students,
etc., and in debility, neural-
gia, dyspepsia of nervous
origin, and neuritis.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)
PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

8, rue Vivienne, PARIS-FRANCE

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary symp-
toms, disease of the bones, sore throat, and all
discharges for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early errors, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured at 2/6 and
4/6 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [96]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENS, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES' BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHWANG and all Ports in JAPAN

Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinohara Coal Mines.
Onoura Coal Mines.
No. 1, Ohsuji Coal Mines.<

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—BATTERIES,
CHEMICALS,ELECTRIC BELLS,
INSULATORS,LIGHTNING CONDUCTORS,
SWITCHES,TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1898. [145]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [143]DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [196a]NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.
REUCE, American ship, D. Whitmore—Standard Oil Co.EXCHANGE.
Hongkong, 10th October.
ON LONDON, Telegraphic Transfer 10/10
Bank Bills, on demand 10/10
Credits, 3 months' sight 11/11
D'ements, 4 months' sight 11/11
ON BERLIN, (demand) 11/11
ON PARIS, Bank Bills, on demand 11/11
Credits, 3 months' sight 11/11
ON NEW YORK, Bank Bills, on demand 11/11
Credits, 3 months' sight 11/11
ON BOMBAY, Telegraphic Transfer 11/11
On demand 11/11
ON SHANGHAI, Telegraphic Transfer 11/11
Private, 30 days' sight 11/11
ON YOKOHAMA, T.T. 11/11
Bank's Buying Rate 11/11
Gold Loan 100 touch, per tael 11/11
Silver 11/11
Dollars 11/11

The Share Market.

LATEST QUOTATIONS.
(October 10th.)Hongkong and Shanghai Banking Corporation
340 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
1/1 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
1/1 buyers.
National Bank of China, Ltd.—\$26.
Do. Do. —\$26.
Do. Do. —\$26.Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$124.
Canton Insurance Office, Ltd.—\$147.
Straits Insurance Co., Ltd.—\$5.Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$88.
Indo-China Steam Navigation Company, Ltd.—\$73 buyers.Shipping.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$48.
China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$9.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$9.10 buyers.Refineries.
China Sugar Refining Co., Ltd.—\$145.
Luzon Sugar Refining Co., Ltd.—\$54.
Mining.
Punjom Mining Co., Ltd.—\$10.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$245.Queen Mines, Limited—\$0.45.
Jeleba Mining and Trading Co., Ltd.—\$14.
Raub Allain Gold Mining Co., Ltd.—\$64.
Olivers Freehold Mines, Ltd.—(A) \$11.50.
Olivers Freehold Mines, Ltd.—(B) \$6.75.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.60 buyers.Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$25.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$94.
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.New Amoy Dock Co., Ltd.—\$18.
Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.
Hongkong Land Investment and Agency Co., Ltd.—\$108.
Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$31.
Hongkong Hotel Co., Ltd.—\$126.
Humphreys Estate and Finance Co., Ltd.—\$10.Miscellaneous.
Green Island Cement Co., Ltd.—\$29.
China Cement Co., Limited—103 buyers.
A. S. Watson & Co., Limited—\$175.
Hongkong Electric Co., Limited—\$130.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geo. Fenwick & Co., Ltd.—\$241.
Hongkong Ice Co., Ltd.—\$128.
Hongkong High-Level Tramways Co., Ltd.—\$147.Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bells Asbestos Eastern Agency, Limited—\$1 nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$58 buyers.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 359.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
BENJAMIN, KELLY & POTTS (Share Brokers).
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 10th October.
New Patna 895 per chees.
New Benares 855
New Malwa 750/770 per picul.
Old Malwa 780/840
Persian, paper tied 670/750

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mr. John Angus
Mr. A. Amos
Mr. W. S. Bailey
Mr. B. J. Bayley
Mr. Benjamin
Miss Bissell
Mr. W. M. Black
Mr. M. Bornkessel
Mr. and Mrs. A. H. Bottenheim
Mr. E. Brisson
Mr. C. Buchanan
Mr. T. F. Burgdorf
Mr. A. B. Carter
Dr. and Mrs. F. Clark
Mr. W. Coates
Mr. H. Crocker
Mr. P. C. Denroche
Mr. A. Doctor
Mr. C. B. U. Dodd
Mr. D. Earnshaw
Mr. and Mrs. G. D. Fearon and daughter
Dr. W. M. Franklin
Mr. W. F. G. Gibson
Mr. R. J. Gill
Capt. Goddard
Mr. P. Grange
Major and Mrs. Griffin
Mr. and Mrs. Groves
Mr. R. J. Hall
Mr. E. C. Hate
Mrs. Hillman
Mr. J. Howard
Mr. W. K. Hughes
Mr. A. Jackson
Major and Mrs. Jeffrey
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. Kinghorn
Mr. J. Kirkwood
Miss M. Law
Mr. A. W. H. Lee
Mr. E. A. Leggat
Mr. Max. Lehmann
Miss Luckner
Mr. G. A. March
Mr. J. V. Mayston
Mr. J. S. Mearl
Mr. and Mrs. Moir
Mr. N. Moller
Mr. E. O. Murphy
Mr. Newson, F.W.
Mr. A. C. Van Nieper
Mr. J. O'Neill
Mr. A. Otto
Mr. W. Pango
Mr. W. J. Parry
Mr. J. C. Perry
Mr. R. P. Pirnis
Mrs. P. Reeves
Mr. A. Reid
Mr. and Mrs. R. Reyes
Mr. F. T. Richards
Mr. S. J. Robins
Mr. H. Simmins
Mr. A. Spagnolo
Mr. H. K. Stockman
Mr. J. E. L. Tatham
Mr. B. Taylor
Mrs. C. Thomas
Mr. E. T. Thomas
Mrs. H. H. Todd and family
Mr. A. B. Trojan
Mr. H. B. Vaughan
Mr. W. J. Viba
Mr. B. F. Walling
Mr. C. B. Weir
Mr. D. W. Wright
Mr. J. M. de Zuniga

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. B. Brayne
Mr. P. Buro
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Mr. J. S. Erskel
Mr. R. M. Erskel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home
Major G. R. St. John
Mr. H. B. Kendrick
Mr. H. R. Kinnear
Capt. F. Koford
Mr. J. Lamke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
J. Von Oertzen
Dr. Marx Peters
Hon. H. E. Pollock
Capt. H. V. Freyne
Comdr. R. M. Rumsey
Mr. E. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr. G. H. Wheeler

CRAGIEBURN.

Rev. F. Flynn, R.N. Mrs. Simmonds
Hon. and Mrs. R. D. The Government Civil Ormsby
Miss Ormsby Miss Yorkie Triscott
Miss G. L. Palethorpe Mr. and Mrs. W. E. Capt. C. B. Simmonds, Turner
R.A. Consul Volpicelli
Mr. Hugo Silvestri Madame Volpicelli

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,705, C. J. Matlock, 30th Sept.—Samarang 20th Sept, Sugar.

BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.—Colombo 20th Sept, Ballast—Doddwell & Co.

DIAMANTE, British steamer, 1,254, G. A. Taylor, 6th Oct.—Manila 3rd Oct., General—Shewan, Tomes & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.—Vancouver, B.C. 12th Sept, and Shanghai 1st Oct., Mails and General—C. P. R. Co.

FAUSANG, British steamer, 1,140, T. A. Mitchell, 29th Sept.—Saigon 24th Sept, Rice—Jardine, Matheson & Co.

GERMANIA, German steamer, 1,713, A. Möller, 7th Oct.—Swatow 6th Oct, General—Jensen & Co.

HAIMUN, British steamer, 636, W. J. Davis, 8th Oct.—Tamsui 6th Oct, and Amoy 7th, General—Douglas, Laprak & Co.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 9th Oct.—Yokohama 29th Sept, Kobe 3rd Oct, and Nagasaki 5th, General—Melchers & Co.

HUE, French steamer, 704, L. Merlees, 28th Sept.—Haiphong and Hoihow 27th Sept, General—Jardine, Matheson & Co.

KEONG WAI, British steamer, 1,115, R. Unsworth, 6th Oct.—Bangkok and Kohsi-chang 26th Sept, Rice and General—Yuen Fat Hong.

KINSHU MARU, Japanese steamer, 2,459, W. Brady, 6th Oct.—Shimonoseki 2nd Oct, General—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 5th Oct.—Sourabaya 2nd Sept, and Panarong 24th, Sugar—Jardine, Matheson & Co.

NANCAING, British steamer, 1,063, E. Findlay, 20th Sept.—Canton 7th Oct, General—Butterfield & Swire.

NANSHAN, American steamer, 1,344, Stowell, 26th Sept.—Manila 2nd Sept.

ON SANG, British steamer, 1,787, J. Young, 7th Oct.—Saigon 1st Oct, Rice and Rice Flour—Jardine, Matheson & Co.

PETRARCH, German steamer, 1,452, Necker, 8th Oct.—Samarang 22nd Sept, and Labuan 30th, General—Lauze, Wegener & Co.

PINGSUOY, British steamer, 1,419, C. de la Penelle, 7th Oct.—Amoy 6th Oct, General—Shewan, Tomes & Co.

PROFONTS, British str., 1,390, W. Mackay, 5th Oct.—Saigon 30th Sept, Rice—Heung Sing Steamship Co.

PROSPER, Norwegian steamer, 789, E. Thorstein, 1st Oct.—Samarang 20th Sept, Sugar and Malases—Geo. R. Stevens & Co.

SHANGHAI, British steamer, 2,163, F. C. A. Leong, R.N.R., 1st Oct.—London 26th August, and Singapore 1st Oct, General—P. & O. S. N. Co.

SUEVIA, German steamer, 4,129, Fernck, 14th Sept.—Swatow 13th Sept, General—Siemssen & Co.

TAIFU, German steamer, 1,065, Schulte, 9th Oct.—Saigon 3rd Oct, Rice—Meyer & Co.

TAI LEE, German steamer, 828, T. Calender, 9th Oct.—Hoihow 2nd October, Coal—Meyer & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila 2nd Sept, Ballast—Arnhold, Karberg & Co.

ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.—Cardiff 13th May, Coal—Arnhold, Karberg & Co.

GOTHARD, Italian bark, 759, C. Lewanger, Order.—Callao Peru 21st July, Iron—Order.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 25th April, Case Oil—Standard Oil Co.

MANUAL SLAM, American ship, 1,649, C. V. Small, 7th Oct.—Shanghai 3rd October, Ballast—Siemssen & Co.

MARY L. CUSHING, American bark, 1,540, 1st Oct.—New York 15th May, Case Oil—Order.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.—New York 24th April, Case Oil—Standard Oil Co.

RETRIEVER, British schooner, 66, Parker, 8th Sept.—Honolulu 16th July, Ballast—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil—Standard Oil Co.

SILLO, German bark, 1,324, Hemmer, 8th Oct.—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug, Ballast—Order.

ST. JAMES, American bark, 1,433, R. M. Tapley, 29th Sept.—Manila 13th Sept, Ballast—Reuter, Brückmann & Co.

STANFIELD, British bark, 513, Wilson, 8th Oct.—Rajang 17th Sept, Timber—A. R. Marly.

VALKYRIE, British bark, 498, J. R. Hall, 23rd Sept.—Samarang, Borneo, 3rd September, Timber—Order.

WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept, Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 10th, 1899.
Alacrity, despatch vessel, 1,500 tons, 10 guns, 22 knots, Commander A. H. Smith-Dorrien, cruising.
Albatross, ship, 1,050 tons, 6 guns, 11 knots, Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,000 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13 knots, Captain Hon. B. C. J. Colville, C.B., cruising.Bonaventura, 2nd class cruiser, 4,360 tons, 18 guns, 9 knots, Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
British, British cruiser, 1,770 tons, 6 guns, 5 knots, Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13 knots, Captain R. J. Jellicoe, cruising.Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. W. Longuet, cruising.
Esb, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.Fame, twin screw, torpedo-boat destroyer, 400 tons, 5,400 i.h.p., Lieut-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 350 i.h.p., Hongkong.Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Hunter, sloop, 1,640 tons, 800 i.h.p., Com. H. Davidson, Hongkong.Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linn, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Burke, Japan.

Orlando, British cruiser, 5,600 tons, Capt. J. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. P. S. St. John, Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. J. F. E. Green, Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. V. De M. Couper, Foochow.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, Hongkong.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Twisted, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.Miscellaneous.
Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.

Kaisan, British, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

Sromball, Italian cruiser, 3,359 tons, Captain Cantanin, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskiy, at Vladivostok.

Bobbe, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 3,393 tons twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff at Vladivostok.

Gremiastch, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubouff, at Port Arthur.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serbrennikoff, at Port Arthur.

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mantouf, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachachoff, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenriche, at Vladivostok.

Nayadnich, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zaring, at Port Arthur.

Obyedyn, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Pamiat Azov, Russian cruiser, 6,000 tons, 36 guns, 10,000 h.p., Captain Virensin, at Vladivostok.

Roista, Russian armoured cruiser, 12,200 tons, Capt. Domojoff, at Port Arthur.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sisoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenayov, at Port Arthur.

Sivotch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 550 h.p., Com. Molchousky, at Vladivostok.

Vadnich, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Roguil, at Vladivostok.

Yakovlev, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zablaka, Russian cruiser, 1,330 tons, 20 guns, 4,000 h.p., Capt. Shkuriff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING).
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 21 knots.Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.
Suevborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19 1/2 knots. (1st and 2nd class).Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchiki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Neverstich, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.Pudovsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotchkina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Stirlitz, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungvor, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexeff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Reunoff.THE FRENCH SQUADRON.
Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journe, at Saigon.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannit, at Yokohama.

Beaulemps-Beaupre, French cruiser, 1,240 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo.

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.

Comille, French gunboat, 473 tons, 6 guns, 531 h.p., Captain Simon, at Saigon.

Descares, French protected cruiser, 3,985 tons, 26 guns, 631 i.h.p., Captain Bernard, at